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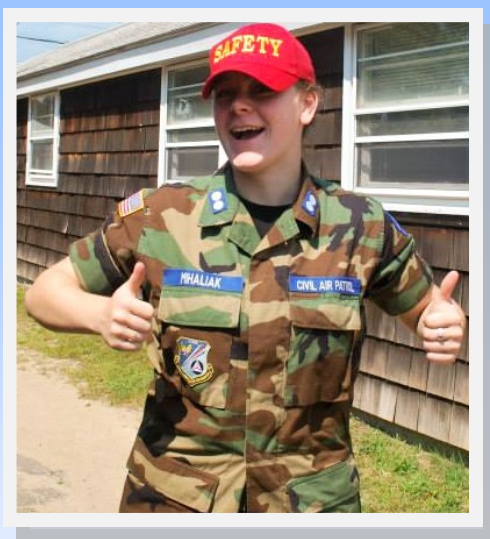
CIVIL AIR PATROL

MAGAZINE

LEADING EDGE

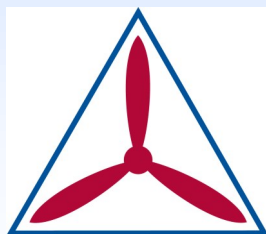
CONNECTICUT WING

How to Teach Aerospace Without Even Trying



Encampment Ground School
Prepares Cadets for Flight

Connecticut State Representative
Janice Giegler Flies with CTWG



AEROSPACE EDUCATION – CADET PROGRAMS – EMERGENCY SERVICES

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Commander's Comments

*Colonel Ken Chapman
Connecticut Wing Commander*



The past month has been fast-paced for Connecticut Wing, to say the least. While there are

too many activities to list, I would like to point out a few that have stood out over the past month:

- **Encampment:** Connecticut Wing has hosted another successful cadet encampment with over 80 first year basics, over 50 cadet staff and over 30 senior members.
- **Northeast Region Mission Aircrew School:** The aircrew school was hosted and supported by Connecticut Wing. Over 30 students graduated with aircrew qualifications that included aerial photography, scanner, observer and mission pilot.
- **Powered Flying Program:** With the addition of aircraft from outside the wing, Connecticut Wing has had as many as 12 aircraft available recently – that is double the normal six that are assigned to the wing. Although the fiscal year ends in September, Connecticut Wing is on track to be one of the top wings in the region in total pilot hours flown and one of the top wings in all of Civil Air Patrol in hours flown per aircraft.
- **Cadet Orientation Flights:** CTWG has made good progress towards the goal of getting every cadet their first front-seat orientation flight. So far this fiscal year, Connecticut Wing has flown 551 cadet orientation flights, well above goal for the year and more than 10% over last year.
- **Counter Drug Flights:** Connecticut Wing is flying a busy counter drug schedule in August and September. Due to the professionalism and reliability of our aircrews, law enforcement has requested more flights than ever before during this period. I intend to select more senior members for the counter drug program for next year to keep up with the increasing demand.

I would like to remind everyone to register for the joint “Connecticut Wing – Northeast Region Conference” in October. This is already shaping up to be one of the biggest conferences held in Connecticut in a very long time.



2014 CONNECTICUT WING ENCAMPMENT

CAMP NIANTIC, NIANTIC, CT



“Our cadets ... learned to work as a team as our cadet cadre learned how to problem solve and develop invaluable leadership lessons ...”

- Lieutenant Colonel Jim Ridley, Encampment Commander



(Photos: 2104 CTWG Encampment Public Affairs Office/Collage: Major Peter Milano)

“Citizens Serving Communities”

2014 CONNECTICUT WING ENCAMPMENT

CAMP NIANTIC, NIANTIC, CT



(Photos: 2104 CTWG Encampment Public Affairs Office/Collage: Major Peter Milano)



"Citizens Serving Communities"



CTWG-NER Conference Registration

*Colonel Ken Chapman
Connecticut Wing Commander*

If you have not registered for the Connecticut Wing-Northeast Region Conference scheduled for the weekend of October 18, 2014, don't wait. The price for the conference goes up in September when the early bird special expires. This conference is shaping up to be the largest conference held in Connecticut in many years and is going to have something for everyone with sessions and seminars sponsored by CTWG and NER. The conference will be pilot friendly with programs and seminars focused on pilots. There will also be a cadet program within the conference.

In addition to the usual conference activities, the conference will host the new National Commander, the Northeast Region Commander, all of the NER Wing Commanders, Mary Feik and other dignitaries and elected officials. The culmination of the conference will be the banquet on Saturday evening featuring the 102nd U.S. Army dinner band.

There will also be four senior member professional development courses: Unit Commanders Course (UCC); Training Leaders of Cadets Seminar (TLC); Senior IG Course; and Aerospace Education Officers Course.

The cost for both the conference and the dinner is being kept low. It is only \$70.00 per person if you register before September 1. The first 300 members to sign up for the conference will be provided a conference challenge coin.

Sign up today at:

<http://www.ctwg.cap.gov/2014-ctwg-ner-conference.html>



How to Teach Aerospace Without Even Trying

*First Lieutenant Ronald Hocutt
Aerospace Education Officer/CT004*

Our eyes are naturally drawn to the sky. There's something within us that is fascinated by

the third dimension and yearns to control it; master it, if you will. If you need convincing, just look around at the people next to you and note what happens when an airplane passes low overhead (any old plane will do). Nearly everyone will have their eyes skyward for an extended period. We've seen planes in the sky our entire lives, yet we are still fascinated by them.

*"For once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."
— Leonardo da Vinci*

This is especially true with Radio Controlled (RC) flight, as it gives the person on the ground the thing they want most – the ability to control the plane. Once the exclusive domain of the smoky back-room electronics guys, RC flight has entered an entirely new phase of its growth and development; one which creates even more excitement and provides exceptional opportunities for learning. And when a cadet is enthusiastic about learning, all you need to do is stay out of the way; the learning happens by itself.

The Idea

To encourage our cadets to not only learn about aerospace but to get excited about the magic of flight, the 103rd has been building, repairing, and flying RC planes of various types for over two years. These include both fuel and electric planes of different sizes, from indoor micro-flyers up to .40 sized trainers. The program was enhanced significantly by the receipt of an RC STEM grant that included a beautiful powered glider with transmitter and an RC simulator.

These planes provide ample opportunity to discuss and experiment with many aspects of flight, including 3-axis control systems, balancing, airframe flight characteristics, pre-flight

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checks, safety, fuel systems, electronics, and many more. Experienced pilots will likely note that these systems and issues are common to full-scale flight as well. The only difference is that you're not in the plane.

The Program

In order to minimize damage to the planes and ensure a smooth progression from learner to full-fledged RC pilot, the 103rd adopted a progressive approach to training, starting first with the RC simulator. With a projector and a large screen, the cadets were able to practice in a low-stress environment, learning both the controls and the likely performance of several different planes. In order to progress to the next level, the cadet was required to demonstrate competence by successfully taking off, circling the airstrip and then landing the aircraft of their choice without crashing it. Once they accomplished this, it was on to level two.



103rd Composite Squadron at East Granby Farms
C/Amn John Schackford-Tyler, Cadet T Cashman, C/Amn
Paige Schackford-Tyler, Cadet J Cashman, 1st Lt Ron
Hocutt, C/Amn Gregory Roberts, C/A1C Matther Schaupp-
Ryan, C/A1C David Rodriguez, C/Amn Joshua Roberts
(Photo: Major Art Dammers)

Level two is an indoor “micro” flyer called the Night Vapor. This plane flies very slowly and was perfect for indoor flying during the winter. Thankfully the 103rd is blessed to have a large cafeteria in which to fly, but our experience has shown that there are multiple venues around the state that allow RC flying of this type in the winter (sports domes in particular). Your local RC club will know where they are.

Once the micro flyer is mastered, the next step is one of the larger .40 sized glow-

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(Continued from page 8, How to Teach Aerospace Without Even Trying)

fuel planes or the electric “Park Flyer” powered glider included with the STEM kit. The glow-fuel planes provide a bit more excitement due to the glow fuel engine, but it is easier to find venues to fly the glider due to the lack of noise and slow flight characteristics.

The Magic

A recent example activity included a squadron flight-night. In early August, the 103rd met at a local park and provided “stick-time” for 10 cadets with only one minor unintentional landing. During the flying sessions, cadets were able to experience two distinct types of lift: ridge lift that builds a “lift band” upwind of a ridge and what we old hang-glider pilots used to call “glass-off” or “magic air” – the point right at sunset where the temperature differential between the cooling air and the warm ground provides a very smooth wave of lift. The response of the glider was incredible and noted by all. The cadets were excited, aerospace education happened, and nobody was even trying. All eyes, however, were looking up.

SCHEDULE & TRAINING OPPORTUNITIES

Cadet Ball

September 20 (tentative)
U.S. Coast Guard Academy

Commander's Call & CAC Meeting

October 1: Middletown, CT

Northeast Region Aerospace Education Officers Course

October 16-18
Bradley Airport, Windsor Locks, CT

Combined Connecticut Wing, Northeast Region Conference

October 17 to 19
Sheraton Hotel, Bradley Airport, CT
<http://ctwg.cap.gov/2014-ctwg-ner-conference>

Northeast Region Staff College

October 18 to 25
Joint Base McGuire/Dix/Lakehurst, NJ
<http://www.ner.cap.gov/nersc/>



Cadets, Senior Officers & Squadron Public Affairs Officers

Submit your news and events for publication to

publicaffairs@ctwg.cap.gov

Deadline for the September issue is Sept. 22

For the second year in a row Connecticut Wing conducted a successful encampment at

Chief of Staff News

*Lieutenant Colonel Jim Ridley
Connecticut Wing Chief of Staff*

Camp Niantic, Niantic, Conn. this month which culminated in a graduation ceremony complete with a pass-in-review led by the 102nd U.S. Army Band. Guest speakers included Connecticut State Representative Fred Camillo (151st District, Greenwich) who was honored with his Civil Air Patrol membership package during the ceremony, and Major Edward Bunce of the Connecticut Air National Guard who helped tremendously with encampment logistical needs.

Our cadets participated in leadership classes, character development, drill and ceremony and learned to work as a team as our cadet cadre learned how to problem solve and develop invaluable leadership lessons that will serve them well in and outside of CAP. Cadets visited Water Survival Systems at Groton, the 1109th Theater Aviation Sustainment Maintenance Group (TASMG) helicopter maintenance facility, and the Stones Ranch Obstacle Course. We flew our cadets in more orientation flights in CAP aircraft than ever before - in all a busy week.

The 2014 encampment was filled with many “firsts” as we conducted a pilot ground school program which will culminate in flight training for four of our cadet cadre. We opened up the cadet staff ranks a bit increasing our numbers from 40 staff cadets in 2013 to 54 this year, giving more of them an opportunity to grow as leaders and more importantly, mentors to another generation of CAP cadets. Earlier in the week the encampment conducted its first “exchange program” with another encampment, Massachusetts, which saw the Connecticut Encampment send six members to the MAWG encampment while they in turn sent over four of their members. They left Camp Niantic very impressed and with a ton of notations to go back with and changes they wish to make to their school. Finally the encampment supported the Northeast Region’s Mission Air Crew School with food and lodging for its 30 plus students.

Cadets are already looking forward to the 2015 encampment and in continuing the traditions of excellence begun in 2013.



Chaplain's Corner

Lieutenant Colonel Adma Ross
Chaplain/CT001

The CAP Chaplain Corps is entrusted with the task of promoting CAP Core Values of Integrity, Excellence, Re-

spect, and Volunteer Service. The following article, written by CAP Chief of Chaplains Colonel James Hughes, addresses the core value of respect. It appeared in the Summer 2014 edition of *The Transmitter*, the CAP Chaplain Corps' quarterly newsletter (reprinted with permission). Chaplain Hughes has devoted much of his 21 years of Civil Air Patrol service to the character development program. He is the principal author of CAP's Character Development lesson planning book, *Flight Time: Values for Living* and served from 2007-11 as Georgia Wing Commander.

Ethics for Command

CAP Chief of Chaplains, Ch. Colonel James Hughes

As a former Wing Commander, I am very aware of the challenges and the pace of command. The wide variety of responsibilities can create a stressful environment for those individuals who are required to make decisions about the people, resources and schedules of their units. I hope to provide an encouraging voice among the many that you, as commanders and leaders in Civil Air Patrol (CAP), hear each week. I intend to provide helpful advice and guidance on how to engage the core values in the on-going work of command.

The primary mission of the Civil Air Patrol Chaplain Corps is to promote the role of CAP core values in all CAP activities through education, presence and advice. Let me begin with the first of a series of principles that I found to be helpful as a wing commander.

When in charge, never say "no" when you can say "yes". People within CAP tend to desire to serve effectively and creatively. They tend to ask questions that will give them permission or guidance in serving their communities. The purpose of authority and leadership is to

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enable and to facilitate the work of the members of CAP. Saying “no” is much easier than saying “yes” because the situation ends at that moment, while “yes” creates responsibilities in the future. Some prefer to say “no” just to demonstrate their authority and position. They feel that the best way to show power is to take an opportunity away.

There are legitimate reasons to say “no”. There are three that need special attention. The reasons to say “no” are:

1. Safety – putting people and resources in jeopardy.
2. Regulations – the rules forbid the action or request.
3. Finance – the request exceeds the available resources.



Colonel James Hughes
CAP Chief of Chaplains
(Photo: CAP National)

Affirming the volunteer service of those who are members of CAP by saying “yes” is one of the best ways to show the core value of “respect.”



Public Affairs

Please join me in welcoming Captain Jennifer Lichlyter to Connecticut Wing. Captain Lichlyter transferred from Pennsylvania Wing and has assumed Public Affairs Officer duties for the 103rd Composite Squadron, East Granby (CT-004).

CTWG Encampment Honors Thames River Squadron CT-075

Cadre of Distinction Awardee

C/Maj. Brendan Schultz

Honor Basic Cadet

C/TSgt. Daniel Hollingsworth

Challenge Coin Recipients

C/Maj. Brendan Schultz

C/2d Lt. Keith Trotochaude

C/CMSgt. Matthew Johnstone

C/SMSgt. John Meers

C/TSgt. Daniel Hollingsworth

C/TSgt. Michael Hollingsworth

C/MSgt. Virginia Poe

C/Amn. Ryan Schantz

Encampment Ground School Prepares Cadets for Flight

Lt. Col. Stephen Rocketto, Public Affairs/CT001

The 2014 Connecticut Wing Encampment featured a five day, 20 hour ground school designed to prepare four cadets for commencement of flight training leading to a private pilot license. Cadets who attended were C/1st Lieutenant Scott Padron, 399th Danbury Composite Squadron (CT-042); C/Chief Master Sergeant Dominic Sogliuzzo, 103rd Granby Composite Squadron (CT-004); C/Chief Master Sergeant John DeBrito, 186th Plainville Composite Squadron (CT-058); and C/Chief Master Sergeant Matthew Johnstone from Thames River Squadron (CT-075). The course was taught by Lieutenant Colonel Stephen Rocketto (CT-075), an FAA Advanced Ground Instructor and CTWG Director of Aerospace Education.



C/1st Lieutenant Scott Padron (CT-042) and C/Chief Master Sergeant John De Brito (CT-058) plan a flight during the 2014 CTWG Encampment.

(Photo: Lt. Col. Stephen Rocketto)

The first day of the course covered FAR 61, the Federal Air Regulations covering certification and documentation and the physics of flight. On the second day, the class went to the airport and a walk around inspection of a Cessna 172 was made, followed by instruction on the nomenclature and function of the parts of the aircraft. Two of the cadets, Sogliuzzo and DeBrito, both had one orientation flight left so a trip from Groton to Newport and back was flown. The time was used to cover the control functions and use of charts for pilotage. Padron and Johnstone stayed in the pilot's ready room at Mystic Jet and reviewed aviation weather on the computer.

The following three days were spent studying FAR 91, General Operating and Flight

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Rules, aircraft weight and balance, weather phenomena, course planning, use of the plotter and the E6-B computer, and the manifold mysteries of the sectional chart.



Cadets at the 2014 CTWG Encampment attended ground school training in preparation for flight.

Front: C/CMSgt. Matthew Johnstone (CT-075) and C/1st Lt. Scott Padron (CT-042). Rear: C/CMSgt. John De Brito (CT-058) and C/CMSgt. Dominic Sogliuzzo (CT-004)
(Photo: Lt. Col. Stephen Rocketto)

When they return to their squadrons, cadets will contact their commanding officers and arrange for an instructor for flight instruction and additional ground school training. One cadet, Padron, left the encampment for Springfield, Vermont and the Northeast Region glider program. This is his second year and he is expected to solo.



Northeast Region Conducts Mission Aircrew School

Lt. Col. Stephen Rocketto, Public Affairs/CT001

Dozens of CAP members from Maine to Pennsylvania reported to the Northeast Region Mission Aircrew School on the weekends of August 9-10 and August 16-17.

The first weekend was spent in two 12 hour academic sessions at Camp Niantic where instruction was offered to candidates for mission pilot, observer, scanner, and airborne photographer. The 2014 CTWG Encampment hosted the event and provided food services.

On the second weekend, trainees and instructors sortied out of Groton-New London Airport on a variety of training missions. Thames River Composite Squadron served as mission base.

Thames River Senior Member Jeffrey Stone was one of the candidates who completed scanner qualifications. Stone remarked that the course was very condensed and two extra days would have made it less strenuous. However, all the necessary information and skills were covered and it was a worthwhile experience.

CTWG Encampment Features Aerospace Education Speakers

Lieutenant Colonel Stephen Rocketto, Aerospace Education Officer/CT001

The 2014 Connecticut Wing Encampment featured two aerospace education speakers. First to address the cadets was Rachael Manzer, a CTWG Aerospace Education Member who teaches at the Annie Fisher Stem Magnet School in Hartford, Connecticut. Mrs. Manzer is one of the Pathfinder 7 teachers chosen to receive a ride into space on one of the commercial space vehicles now under development and testing.

Her presentation focused on the role of humans in future space exploration and the importance of the activities of private enterprise in the design and construction of a new family of launch vehicles.

Manzer, the 2010 CAP Aerospace Education Teacher of the Year, has just been selected by the National Aviation Hall of Fame to receive the A. Scott Crossfield Teacher of the Year Award. The award is named in honor

of Scott Crossfield (1921-2006) who was inducted into the National Aviation Hall of Fame in 1983 in recognition of his contributions as a Naval aviator, aerospace engineer and test pilot. He was the first man to successfully fly at speeds above Mach 2 and Mach 3; the first man to fly the X-15; and contributed to the safety of manned spaceflight, among many other achievements. Crossfield believed that teachers make the difference in education.

The award criteria are teacher's effectiveness, creativity and ability to maintain high standards for their students and themselves with aerospace being the core subject matter of their curricula. The presentation will be made in the fall at the annual Aviation Hall of Fame



Rachael Manzer (I) in a discussion with cadets from the Connecticut Wing Encampment Ground School.

R. Manzer, C/CMSgt. Dominic Sogliuzzo, C/CMSgt. Matthew Johnstone, C/CMSgt. John De Brito and C/1st. Lt. Scott Padron
(Photo: Lt. Col. Stephen Rocketto)

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ceremonies at the Museum of the U.S. Air Force.



Our second speaker was CTWG's Lieutenant Colonel Carl Stidsen, a retired Strategic Air Command missile silo commander and member of CAP for just under a half century. Col. Stidsen's topic was the Vought F4U Corsair, iconic piston engine fighter and the official Connecticut State Airplane.

Stidsen detailed the early days of Vought designs and its intertwined relationship with Sikorsky and United Aircraft in Hartford and Stratford. As World War II approached, a Vought engineering team led by Rex Beisel studied U.S. Navy requirements and decided to build a fighter using the Pratt & Whitney R2800 Double Wasp Engine and a very large Hamilton Standard propeller which was needed to absorb the energy developed by the power plant. The ground clearance required by the propeller resulted in the classic inverted gull wing, the most notable feature of the Corsair. The design and production problems were detailed by Stidsen as were the many variations of the Corsair produced over a twelve year period by not only Vought but Goodyear and Brewster.



Lt. Col. Carl Stidsen (CT-071)
speaks with cadets during the
2014 CTWG Encampment
(Photo: Lt. Col. Stephen Rocketto)

Both Manzer and Stidsen generously stayed after to answer additional questions posed by interested cadets.

Application for Group Commander Positions

Colonel Chapman has opened application to both Group Commander positions. To apply, email Lt. Col. Darren Cioffi at cv@ctwg.cap.gov no later than September 15 describing your interest in being a Group Commander. Because the groups are still being developed, the next appointment for Group Commander will remain a 1 year term. The new term is expected to start shortly after the CTWG-NER conference in October.

Aerospace History Milestones

Lieutenant Colonel Stephen Rocketto, Aerospace Education Officer/CT001

August 8, 1924 – The ZR-1, USS Shenandoah, becomes the first airship to moor to a ship, the USS Patoka, in Narragansett Bay, Rhode Island.



The dirigible USS Shenandoah moored on the USS Patoka off Newport, RI

(Photo: Courtesy of the Boston Public Library, Leslie Jones Collection)

August 9, 1945 – Major Charles Sweeney flies the B-29 Superfortress, “Bock’s Car”, to Nagasaki on the second atomic bomb mission. The bomb was an implosion type weapon with a plutonium core and was code-named “Fat Man.”

August 11, 1939 – An Imperial Airways Shorts S.30 flying boat named Caribou completes the first round trip trans-Atlantic air mail flight.

August 12, 1944 – The production run of the hero of the Battle of Britain, the Hawker Hurricane, is ended.



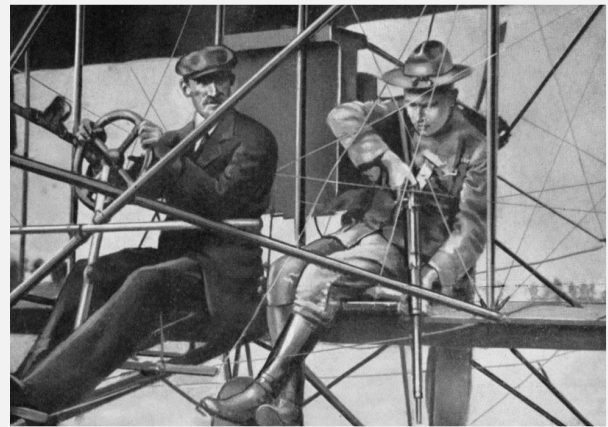
Hurricane IIC, 87th Squadron RAF, in flight 1942

(Photo: Imperial War Museum, collection no. 1. Licensed under public domain via Wikimedia Commons, <http://commons.wikimedia.org/wiki/>)

August 13, 1941 – First flight of the Messerschmitt ME-163 Komet rocket plane is conducted by Heini Dittman at Peenemunde.

August 19, 1932 – Jim Mollison, flying a De Havilland Puss Moth named “The Heart’s Content”, completes the first east to west solo of the North Atlantic Ocean.

August 20, 1910 – Glenn Curtiss pilots a Curtiss biplane accompanied by Army Lt. Jacob Earl Fickel. Fickel, armed with a .30 caliber Springfield 1903 rifle, fires two shots at a 3x5 ground target from an altitude of 100 feet. This is the first recorded attempt of using a firearm from an aircraft.



Glenn Curtis pilots as Lt. Jacob E. Fickel makes the first recorded attempt firing from an aircraft

(Illustration: www.wright-brothers.org)

August 22, 1947 – Hugh Dryden replaces George Lewis as director of NACA.

August 23, 1942 – Captain Homer Boushey makes the first rocket powered flight of a U.S. aircraft when he is launched in a propeller-less Ercoupe powered by twelve jet assisted take off (JATO) units.

August 24, 1970 – U.S. Air Force Sikorsky HH-52Cs, supported by Lockheed C-130 tankers, make the first non-stop trans-Pacific helicopter flight departing Eglin AFB Florida and landing at Da Nang, Republic of Vietnam.

August 26, 1959 - During the Eisenhower presidency, Boeing VC-137s replace the Lockheed Constellations as the principal Air Force One aircraft.

Connecticut State Representative Janice Giegler Flies with Connecticut Wing

Major Peter Milano, Public Affairs/CT001



While conducting a patrol flight over Long Island Sound in July with Civil Air Patrol, Connecticut State Representative Janice R. Giegler (138th District, Danbury, New Fairfield and Ridgefield) and pilot-in-command Lieutenant Colonel Sandy Sanderson (399th Danbury Squadron) located and rendered assistance to a boater in distress.



**Connecticut State Rep. Janice R. Giegler
(138th District, Danbury, New Fairfield and Ridgefield)
and Lieutenant Colonel Sandy Sanderson (CT-042)
prepare for flight over Long Island Sound.**

(Photo: Major Peter Milano)

Most of the three hour mission over Long Island Sound on July 19 was uneventful for the Connecticut Wing aircrew of the CAP Cessna 182. “Earlier in the flight, we saw very little activity on the water; hardly any sailboats at all, a few powerboats and those appeared mostly to be fishing, a couple of small tankers swinging on their hooks, and the Port Jefferson and Orient Point ferryboats operating as normal,” said Sanderson. As evening approached, the flight turned west to return to mission base at Danbury Municipal Airport, Danbury, Connecticut. Suddenly the crew heard a “weak and garbled transmission” from a vessel in distress. Sanderson relayed the message that a vessel was dead in the water and requesting assistance to U.S. Coast Guard Sector Long Island, and then proceeded to the disabled crafts reported position.

The Civil Air Patrol aircrew located the vessel near the south end of the Connecticut River and provided its location to the Coast Guard. “The boat captain was sort of excited as he was drifting near a rocky jetty and had his wife and two children on board. We got him calmed down and the Coast Guard squared him away about getting help,” said Sanderson. The Civil

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(Continued from page 18, CT State Rep. Janice Giegler Flies with CTWG)

Air Patrol aircrew remained in orbit over the disabled boat until a helper vessel, *Prudence*, arrived on the scene. With the safety of the boaters assured, the flight cleared the area and headed home. "At that point we were not needed any longer, so we left our orbit, climbed away and returned to Danbury Airport," said Sanderson.

Representative Janice R. Giegler is a major in Civil Air Patrol's Connecticut Legislative Squadron and a staunch supporter of Civil Air Patrol and the missions Connecticut Wing conducts in support of the State. Lieutenant Colonel Sanderson said Representative Giegler, serving as the spotter, provided valuable help during the incident. "She kept the vessel in sight and kept me well informed on what was happening, including the arrival of the helper vessel."

Civil Air Patrol's Connecticut Wing conducts aerial safety patrols over Long Island Sound on weekends during the summer months in support of the U.S. Coast Guard. On typical weekends Long Island Sound is busy with recreational boaters and this incident serves as a reminder of the risks of going out on the Sound. A key feature of Connecticut Wing's operation is to provide aerial identification of vessels in distress and convey that information to the Coast Guard in order to ensure a rapid response to those in danger.

Civil Air Patrol's 2013 Financial Report is available online,

http://www.capmembers.com/cap_national_hq/cap_reports/.

Just click on "2013" to view or download a copy of the publication.

The 2013 report is an audited, in-depth look at the organization's finances.

Its viewbook format, which relies heavily on photos and keywords, allows members of Congress and other officials across the nation to readily understand Civil Air Patrol's missions and accomplishments.

The latest digital version of **Civil Air Patrol Volunteer** is also online,

http://www.capvolunteernow.com/cap_volunteer/

OFFICER PROMOTIONS & ACHIEVEMENTS

CT Public Affairs Officers Receive National Awards

Major Peter Milano, Public Affairs/CT001

The Major Howell Balsem CAP Public Affairs Exceptional Achievement Awards were an-

nounced at the 2014 National Public Affairs

Officer Academy V held in Las Vegas on August 12, 2014.

Lieutenant Colonel Stephen Rocketto (Thames River Composite Squadron, CT-075) and Captain April Krasen (Royal Charter Squadron, CT-071) were recognized for their outstanding contributions to Civil Air Patrol's 2013 public affairs program.

In all, 72 Balsem submissions from PAOs at all levels and from 20 wings across the country were received in nine categories: Brochure/Poster/Flier, Crisis Management, Event Promotion, External Media Coverage of CAP, Magazine, Photography, Slide/PowerPoint Presentation, Social Media, and Website.

Winners were selected based solely on the judges' view of each entry's creativity and overall effectiveness, with emphasis on following the four-step planning process.

Lt. Col. Rocketto was awarded a Certificate of Merit in the magazine category for the *Daedalean*, the former CTWGA Aerospace Education magazine.

Captain Krasen was awarded a Certificate of Merit for her work on "Wreaths Across America" in the event promotion category.

Both members serve as Connecticut Wing Public Affairs Officers and continue to make significant contributions to the program.



CAPTAIN

April Krasen CT-071

**LEVEL ONE COMPLETION
AND MISSION SCANNER**

Senior Member Jeffrey Stone CT-075

Chaplain Maryann Purtill (l) and Connecticut State Representative Prasad Srinivasan (r) (31st District, Glastonbury) celebrate April Krasen's (CT-071) promotion to captain.

(Photo: Public Affairs CT-071)

Connecticut Wings

*Captain Johnny Burke
Standards & Eval Officer/CT001*

Form 5 Sorties

Generally speaking, a form 5 should only take one sortie. If a seat change is required because the candidate is seeking an instructor or check pilot endorsement, 60-1 allows us to land, shutdown, swap seats, and restart, all on the same sortie.

A form 5 may need to be interrupted for a number of reasons (weather, physiological, maintenance, other). When this occurs, select “Flown Unsuccessful” in the Sortie Effectiveness box, and select a reason in the “Reason if not Successful” box. You can then create another sortie and complete the form 5 once the problem is solved (weather, maintenance, etc.).

Remember, unlike a Flight Review, once a form 5 begins (unless it is interrupted), it must terminate in either a “pass” or “fail.”

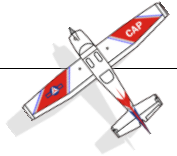
Mission Pilot Proficiency Flying

If you're a qualified Mission Pilot and haven't flown your hour of proficiency flying (mission 14-T-6366), do that soon. Near the end of August I will need to start redistributing the remaining time to make sure it is used.

Enter Misc. MX Time

If you need to start an aircraft or move it for maintenance, you can account for the time in WMIRS without creating a sortie. Use the “Misc. MX Time” button on the first page in WMIRS. It is also located at the bottom of the “list of sorties” page, within the mission number.

You will be asked to select an aircraft, then enter the hobbs and tach time used to move the aircraft. “Misc. taxi time” will be displayed in the electronic WMIRS Aircraft Log, and you must make an entry in the AIF log sheet.



What Do I Need?

If you show unqualified in WMIRS, and you don't know why, remember to check “What Do I Need” in eServices, My Ops Qual.

By selecting “VFR Pilot”, you can quickly see if your problem is Ground Handling Video, Flight Review, safety, etc.

It's also a good way to check your renewal date on orientation pilot exams and check pilot course.

Connecticut Wings continued

*Captain Johnny Burke
Standards & Eval Officer/CT001*

Cabin Fire

This month's emergency checklist review is Cabin Fire. The first four items are "Immediate Action Items" and must be accomplished from memory.

Checklist Review

Cabin Fire

1. Stby Batt Switch Off.
2. Master Switch (Alt & Batt)... Off.
3. Vents/Cabin Heat/Air Closed
(to avoid drafts).
4. Fire Extinguisher Activate.

Warning

After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

5. Vents/Cabin Air/Heat Open
when fire is completely extinguished
6. Land the airplane as soon as possible to inspect for damage.



- Step 3 shuts off airflow that will feed the fire. We are in an unpressurized aircraft so there will be some airflow, even with vents/cabin, heat/air closed, but this helps.
- Step 4, if the cabin fire is still going - use the extinguisher. The warning after step 4 reminds us to be sure the fire is out before we open vents/cabin air/heat to remove smoke. If we introduce airflow into the cabin before the fire is extinguished it will feed the fire.
- Step 5, open vents/cabin air/heat to get rid of the smoke.
- Step 6 will be a natural reaction.

You may be faced with a no radio landing, so have a plan.

Instructor/Check Pilot Teleconference

The Instructor/Check Pilot teleconference for this quarter will be held on Wednesday, September 10, 2014 at 8 p.m. I will send out an email about a week ahead of time with the phone number and agenda items.

- Steps 1 and 2 shuts off all electrics.

Stratford Police Huey Visit

*Captain Chet Galemba, Logistics Officer
Stratford Eagles Squadron/CT022*



Eagle One Pilot, Capt Wilcoxson, speaks to cadets and seniors about his aircraft
(Photo: courtesy Captain Chet Galemba)



Stratford Police Department Eagle One
(Photo: Captain Chet Galemba)

On July 24, 2014, the Stratford Eagles were visited by the Stratford “Eagle One”

Helicopter, piloted by Major Alan Wilcoxson of the Stratford Police Department. Our previous contact with this group spurred this fantastic visit.

Major Wilcoxson delivered an excellent lecture on the Huey's history and present function as a search and rescue aircraft. Over 25 cadets, many parents and over 10 senior officers were in attendance, along with Lt. Col. Darren Cioffi, Connecticut Wing Vice Commander.

Senior officers were treated to several flights. All seniors were impressed and delighted with this opportunity, giving us an appreciation of this branch of search and rescue. Our continued contact with this group will only benefit all involved.

A big thanks to Major Wilcoxson for his great effort with this highly successful endeavor. This event occurred at Sikorsky Memorial Airport and the Eagle One Engine was built across the street at the Avco-Lycoming Plant Circa 1968.

Major Vigar takes ALS Ice Bucket Challenge

Major Peter Milano, Public Affairs Officer/CT-042

Major Jim Vigar, Commander of the 399th Danbury Composite Squadron (CT-042), accepted the Amyotrophic Lateral Sclerosis



CTWG Cadets help Major Jim Vigar, Commander of the 399th Danbury Composite Squadron, take the ALS Association Ice Bucket Challenge.

(Photo: Major Peter Milano)

(ALS) Ice Bucket Challenge on August 26 and made a few nominations in the process.

According to the ALS Website, "Ice Bucket Challenge Donations Reach \$79.7 Million as of August 25, 2014. These donations have come from existing donors and 1.7 million new donors to The Association."

For more information about ALS visit:

www.alsa.org

To see who Major Vigar challenged, more photos and a video of the ice dump visit:

<https://www.facebook.com/399DanburyCAP>

Children Visit Stratford Eagles

Captain Chet Galemba, Logistics Officer
Stratford Eagles Squadron/CT022

The Stratford Eagles Squadron hosted a children's visit to their headquarters on July 21, 2014. Major Charles Kruzshak conducted the visit with Captain Chet Galemba assisting. After a short lecture on the history and mission of Civil Air Patrol, Major Kruzshak guided a group of children to the squadron aircraft for a walk around and visual inspection. Captain Galemba entertained the remaining group with hands on instructions operating mini RC helicopters. Each child had the opportunity to fly the helicopters.

At the end of the visit Major Kruzshak provided balsa wood gliders which were assembled by the children and flown in the field. As the day ended, the children did not want to leave, the sign of a successful day.



Cap. Chet Galemba with visiting children

(Photo: courtesy Captain Chet Galemba)



CADET AWARDS & PROMOTIONS



FIRST LIEUTENANT

Administrative Officer

Kristina Delp CT-011
Scott Padron CT-042
Lorraine Mihaliak CT-058



SECOND LIEUTENANT

Mitchell Award

James Pergolizzi CT-058
Manus Prasad CT-058
Keith Trotochaud CT-075
Natalie Deleon CT-801



CHIEF MASTER SERGEANT

Goddard Achievement

Stephen Bruno CT-042
Joseph Taylor CT-042
Leah Casanelli CT-071
Stephen Davis CT-074



SR. MASTER SERGEANT

Doolittle Achievement

Brandon Gasparino CT-801



MASTER SERGEANT

Lindberg Achievement

Quadae Davis CT-011
Virginia Poe CT-075



TECHNICAL SERGEANT

Rickenbacker Achievement

James Dossantos CT-011
Michael Cooper CT-014
Michael Hollingsworth CT-075
Daniel Hollingsworth CT-801



STAFF SERGEANT

Wright Brothers Award

Samuel Siciliano CT-022
Jarren Barnes CT-058
Joseph Saccoccio CT-074



SENIOR AIRMAN

Mary Feik Achievement

Joshua Ellis CT-071
Peter Ludwikow CT-071
Jack Brophy CT-073
Ryan Poe CT-075
Ian Poe CT-075
Christopher Nies CT-801



AIRMAN FIRST CLASS

Hap Arnold Achievement

Emily Lukowski CT-004
Jacob Leon CT-074
Matthew Drost CT-075



CADET AIRMAN

John Curry Achievement

Kelan Smith CT-022
Paul Flayhan CT-042
Jeffrey Carragher CT-071
Nicholas Demichele CT-071
Liam Doyle CT-071
Daniel Lasota CT-071
Seamus Couch CT-075
Ryan Schantz CT-075
Zachary Spinelli CT-801



CIVIL AIR PATROL
 CITIZENS SERVING COMMUNITIES

AEROSPACE EDUCATION

2014 CTWVG Conference Cadet AE Competition

TOPIC: WHERE DO YOU SEE SPACE EXPLORATION IN THE WORLD 20 YEARS FROM NOW?



This year's CTWVG-NER Conference will feature a "blast from the past" - the cadet aerospace education

contest between wing squadrons which will be judged at the conference by a panel of CAP officers. Each team may have a minimum of 2 members and a maximum of 6 members plus 1 SM.

Project: Each team will create a model based project that illustrates the team's theory on the topic above, this project includes both visual aids and a short essay. The project must be all original with all material used listing its sources, visual aides should be creative, use your imagination!



Rules: Each squadron must register their team's cadet members and senior member advisor with the contest OIC, Maj Meghan Brownell, before the start of the competition. All cadets on the team **MUST** attend the conference and be at their station when the project is judged.

Judging: Each project will be judged on the quality of the model, essay content and knowledge of the team members and its overall creativity which will be judged on a scale of 1-10.

- Team project
- 2-6 cadets per team
- Visual Aids
- Short Essay
- Min 3 paragraphs
- Max 2 pages
- Cost less than \$100
- All sources must be cited
- Each member of the winning team will receive a CAP Achievement Award



For further details contact:

Major Meghan Brownell
cdtaecontest@ctwg.cap.gov
www.ctwg.cap.gov



Come Join Us at the Civil Air Patrol's Joint Connecticut Wing – NER Conference Sheraton Bradley Airport 17-19 October 2014

A Cadet Conference will be held onsite at the Sheraton with an optional visit to the New England Air Museum nearby with overnight guests staying at the Sheraton Bradley Airport in Windsor Locks, CT

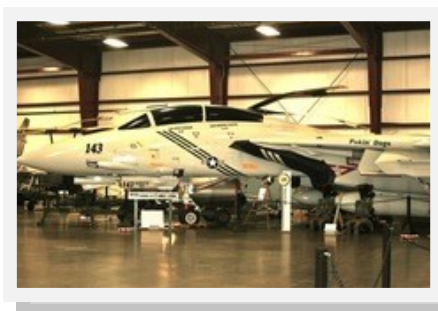
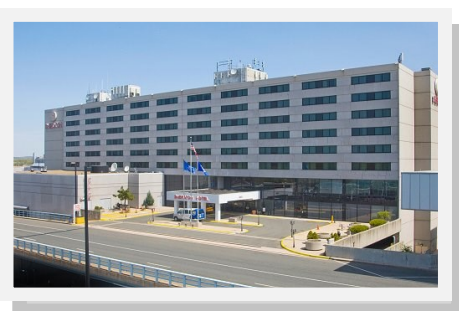
Special Guests include: CAP National Commander Maj Gen Joseph R. Vazquez & National Vice Commander Brig Gen Lawrence Myrick and Ms. Mary Feikl

There will be:

Great educational sessions, annual awards presentation, a cadet conference, cadet aerospace education contest and a banquet on Saturday evening featuring the 102nd U.S. Army Dinner Band!

Senior Member Professional Development Courses: UCC, TLC, SR IG Course & AEO Course!

Many more exciting activities and speakers will be announced in the near future!



**Don't Miss Out! Details may be found on the CTWG website –
<http://ctwg.cap.gov/2014-ctwg-ner-conference.html>**

[2014 Joint Connecticut Wing & Northeast Region Conference Web Page](#)

Leading Edge is published monthly by Connecticut Wing, Civil Air Patrol, a private, charitable, benevolent corporation and auxiliary of the U.S. Air Force.

Submission Guidelines

Send submissions in Microsoft Word format or in the body of your email: publicaffairs@ctwg.cap.gov

Edit copy according to Associated Press Style.

Photos should be sent as attachments in JPG format and must meet uniform compliance.

Identify all persons in photo's and include credits.

Deadline for the September 2014 issue is 22 September



Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 60,000 members nationwide, operating a fleet of 550 aircraft. CAP, in its Air Force auxiliary role, performs about 85 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and is credited by the AFRCC with saving an average of 70 lives annually. Its unpaid professionals also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to more than 25,000 young people currently participating in the CAP cadet programs. Performing missions for America for over 70 years, CAP will receive the Congressional Gold Medal in 2015 in honor of the heroic efforts of its World War II veterans. CAP also participates in Wreaths Across America, an initiative to remember, honor and teach about the sacrifices of U.S. military veterans.

Visit

www.gocivilairpatrol.com www.capvolunteernow.com www.capgoldmedal.com

